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INTELLFAX 11		CLASSIFICATION	SECRET/CONTROL/US OFFICIALS
COUNTRY	Germany (Soviet Zone) <b>CONFIDENTIAL</b>		
TOPIC	Welzow Airfield		
25X1X			
EVALUATION	25X1C		
DATE OF CONTENT	PLACE OBTAINED		
25X1A			
DATE OBTAINED	DATE PREPARED 29 May 1951		
REFERENCES			
PAGES	1	ENCLOSURES (NO. & TYPE)	<b>REFERENCE COPY</b>
REMARKS	DO NOT CIRCULATE		
25X1X			

SOURCE

1. On 3 April 1951, Welzow airfield was observed from its northern and eastern edges between 1 and 3 p.m. About 150 men were excavating along the southern and western edges of the field. Tracks for dumpcars were being laid. Two power shovels, about two to four Diesel locomotives, and about two to three cement mixers were used in the construction area.
2. Two parallel rows of stakes, about 2 meters high, in the center of the landing field seemed to indicate possible runway construction. According to the position of the stakes the runway was to extend in a west-northwestern direction and would be 2,000 meters long and 50 meters wide.
3. There was a single-track standard-gauge railroad siding leading from the Welzow railroad station to the airfield in the northwest. No construction material for a concrete runway was seen at the railroad station or on the spur track.
4. Off limit signs were posted along the airfield. A German policeman was seen cycling twice along the edge of the landing field. No Soviet soldiers or motor vehicles were seen at the field during two periods of observation.

25X1A Passenger car [REDACTED] occupied by four air force officers, was seen in Welzow. \*

25X1A [REDACTED] Comment. According to previous reports, the landing field was enlarged to the west and southwest. A spur track was also laid at the field. Other [REDACTED] that a hard surface runway was to be built. The construction has apparently not been started. The landing field will be extended to a total length of at least 2,000 meters from east to west.

Document No. 8
<input type="checkbox"/> No Change in Class.
<input type="checkbox"/> Declassified
Class. Changed To: TS S ⑥
Auth.: MR 70-2-78
Date: 21-7-78
By: 35

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